THADDEUS STEVENS' WILL. The Legacies of the "Great Commoner"-How he Disposes of his Property-His Kind Remembrance of the Friendless of Every Race.

Yesterday the will of Hon. Thaddeus Stevens was admitted to probate in the Register's Office, Lancaster. It is the manuscript of the "Great Commoner," and is as follows:-Last Will and Testament of Thaddens Stevens, of Lan-

caster, Pennsylvania.

I give all my estate, real and personal, to my trustees and executors, hereinafter named, and their heirs, on condition, nevertheless, that they will dispose of it as hereinafter directed, by the payment of the several sums mentioned. They will reduce such of the property as they deem proper to cash, and put the net proceeds at interest by investing the same in government securities at not less than six per cent, per annum. I direct them to pay to the town Peacham, State of Vermont, one thousand dollars, the interest whereof at six per cent, to be applied in aid of the juvenile library association, which was formed at the Caledonia County Academy, if the same is still in existence, and continue to pay the same as long as the same continues in active operation.

Ills Mother's Grave.

I give and bequeath to the trustees or title-holders of the graveyard in which my mother and brother Alanson are buried, in the town of Peacham, Vermont, five hundred dollars, to be put at interest perpetually, and the interest to be paid annually to the sexton, on condition that he keep the graves in good Order, and plant roses and other cheerful flowers at each of the four corners of said graves, every spring, If either of the said legacies should lapse, the same to go to the support of the Baptist Church or meeting nearest to Danville Centre, my native town in Ver-

Various Requests.

I direct one hundred dollars to be put at compound interest, and the aggregate amount to be paid to Thaddeus Stevens Brown, son of John E. Brown, of Philadelphia, at sge.

I give two thousand dollars to my nephew, Dr.

Thaddeus M. Stevens, of Indianapolis. I give to his sister, Mrs. Kauffman, one thousand dollars. I give to George F. Stevens, son of Simon Stevens, one thonsand dollars, to be put at interest and paid to him by

his father when he arrives at age.

I give to Mrs. Lydia Smith, my honsekeeper, five hundred dollars a year during her natural life, to be paid semi-annually; or, at her option, she may receive five thousand dollars. She may make her election, and then release all further claims on my estate, Mrs. Smith has some furniture of her own, used in common with mine, some bought with her own money, as well as others, which it would be difficult to distinguish, Now, she must be trusted on honor to take such as she claims, without further proof.

I give to my nephew, Captain Thaddeus Sievens, now at Caledonia, my gold watch.

I give to my nephew, Captain Thaddens Stevens, eight hundred dollars a year, to be paid half yearly. If, by reason of sickness, he need more, at the discretion of the trustees. None of the legacies, except the annuities, will be paid for three years, during which time the house I now live in, and farniture and books, will remain as they are, except the miscellaneons books, which may be sold at any time. Mrs. Smith may occupy the house the first year, and i Thaddens, son of Morrill, prefers to keep house to boarding, he may keep house there with her, or with any one else, during the three years or any part thereof. If, at the end of three years, Thuddens Stevens prefers some other mode of living, then the trustees shall dispose of said property as they may deem best. While it is occupied by my nephew, he shall be charged with three hundred dollars a year rent for it. The property occupied by Mr. Effinger, after adding two feet of the lot in width to the other lot, may be sold. As five thousand dollars have been offered for it, it should not go for less.

The Furnace Property. The Furnace and all other real estate may be rented or sold. The Fornace must not be worked longer than to consume the stock on band. If, at the end of any five years, Thaddens, nephew, shall have shown that he has totally abstained from all intoxishown that he has totally abstained from all intoxicating drinks through that time, the trustees may convey to him one-fourth of the whole property. If, at the end of the next successive five years, he shall show that he has totally abstained from all intoxicating drinks, they may convey to him one-fourth, being one-insif of the property. If, at the end of another consecutive five years, he shall show that he has abstained from all intoxicating drinks, they may convey the whole to him, in fee simple. If he shall convey the whole to him, in fee simple. If he shall get married before the house I live in is sold, he shall receive the same, and occupy it without sale. Homeless and Indigent Orphaus-No Prefe-

rence for Race, Color or Religion. If the life estate of my nephew, or rather the annuity of said Captain Thaddens Stevens, of Vermont, should expire before he has enabled himself to beshould expire before he has enabled himself to become entitled to the corpus or fee simple of my estate, then I dispose of whatever may remain as follows:—
If the aggregate sum shall then amount to fifty thousand dollars, without which no further disposition can be made, I give it all to my trustees to erect, establish and endow a house of refuge for the relief of the homeless and indigent orphans. Those shall be deemed orphans who have lost either parent. I devise twenty thousand dollars to be expended in erecting suitable buildings, the residue to be secured in government securities, bearing not less than six per cent, interest. I wish the building to be rected in the city of Lancaster, south of King treet, provided with sufficient ground; not less treet. treet, provided with sufficient ground; not less than two acres, shall be donated therefor, f not then at the west side of said street, on same conditions. If sufficient ground is not gratuitously biffered, then I direct it to be built at Columbia. The orphans who cannot be bound out, may remain in the Institution until the age of fifteen years, and longer, if infirm, at the discretion of the trustees. They shall all be carefully educated in the various branches of an English education, and in all industrious trades and pursuits. This must be left to the discretion of the anthorities. No preference shall be shown on account of race or color in the admission or treatment. Neither poor Germans, Irish or Mohammedans, nor any others, on account of their race or their religion or their parents, must be excluded. All the inmates shall be educated in the same classes and manner without re gard to color. They shall be fed at the same table. The dormatories to be under the direction of the au-horities. The trustees shall provide an act of incor-poration at some convenient time. This I declare to be my last will and testament, and name as my execu tors and trustees, Authory E. Roberts, O. J. Dickey and Edward McPherson, this thirteenth day of July

(Signed) Thaddeus Stevens. Witnessed in the presence of Edward Riley and

The Codicil to the will is as follows:—

I, Thaddens Stevens, of Lancaster, make and declare this a codicil to my last will and testament:—

Item—I bought John Shertz' property at Sheriff's sale, much below its value, I only want my own. All sale, much below its value, I only want my own. All except three hundred dollars, the proceeds of it, and the interest, I direct shall be returned to the estate. Item—If within five years after my death the Bapfist brethren should build a house of public worship in the city of Lancaster, for the purpose of worshiping according to their creed, I direct one thousand ollars to be paid toward its cost. I do this sut ofrepest for the memory of my mother, to whom I owe that little of prosperity I had, and which, small as it so I desire emphatically to acknowledge.

that little of prosperity I had, and which, small as it s. I desire emphatically to acknowledge.

Item—If my nephew, Major Thaddens Stevens, bould get married before my decease he will be at theiry to take possession of and hold in fee the bouse m which I now dwell, with the furniture thereof; and , in that event, remove all the restrictions which I clace upon the devise of that property in the body of my will. I hereby exclude the corner property, now eccupied by Effinger, from this provision.

Item—In eight years after my decease, if my estate hall have sufficiently accumulated to do it without imbarrassment, I direct one thousand dollars to be taid to the Pennsylvania College at Gettysburg, for he use of Stevens' Hall. I hereby request O. J. Dickey, Esq., to act as executor to this codicil.

In witness whereof I have hereunto set my hand and seal, this eleventh day of November, in the year of our Lord one thousand eight hundred and sixty-even.

THADDRUS STRVENS.

-"Several experiments," says Voss' Gaette, "have lately been made in the Polygon f Berlin, with the famous mitrailleuse cannon xhibited in our arsenal. This piece, as has een shown, produces a certain effect at a disance of less than five hundred paces, but beond that limit the direction of the projectiles an scarcely be calculated, even approximavely. Our infantry would therefore have no ifficulty, with their needle-rifles, in triumphog over artillery which can only do real amage at a distance within five hundred

Sarmiento, the President Elect of the Argentine Republic.

The reported election of Colonel Sarmiento to the Presidency of the Argentine Republic naturally increases the interest in him awakened by his book—"Life in the Argentine Republie"—which was recently criticised in these columns. He is both a Colonel and a Doctor of Laws, but the title by which his countrymen know him best is that of "The Schoolmaster," a "soubriquet earned by long and zealous devotion to the cause of education. In the biography attached to his book we flud many illustrations of his enthusiasm in this cause. From this we make a few extracts:-

"He endeavored to organize primary instruction for the people-an idea that had never

dawned upon the Chilean mind.

"The proposition for a popular tax for education was well received, but there was no thought of any other appropriation of it than to educate the upper classes with it! Senor Sarmiento put the new idea into actual operation for the people. The newspaper he established was the first ever edited in Santiago, the residence of learned and literary Chileans. He wrote the first spelling book in which the correct sounds of the Spanish alphabet were given, and which was afterwards printed in the United States and illustrated with vignettes; banished from the schools such books as the 'Temporal and Eternal,' the 'Pains of Hell,' and others of a similar character, fit only to mislead the minds of youth and imbue them with false ideas, and replaced them with the 'Life of Jesus Christ,' 'Morality in Deed aud Life,' the 'Conscience of a Child,' the 'Life of Franklin,' the 'Why, or the Science of Things,' etc. etc.

"He presented to the University of Chile the first paper upon erthography that ever saw the light in Spanish America, where the language had become saily corrupted; founded the 'Monitor for Schools,' a large periodical in which he treated in a masterly mauner the most difficult questions upon popular education, stimulating the teachers and defending them against arbitrary acts and stupid decrees. This periodical he wished to call by a more comprehensive title, which should com-mend it to the perusal of all classes, of lite-rary men as well as of schoolmasters, but this was thought too pretentious by the Government, in whose name everything was done, without rendering any credit to the real author of books or measures, because, indeed, he was a foreigner! Not till long after he left the country, when the editorship of this valuable work was resumed after an interval of many years, was the name ever publicly mentioned in connection with it. This tardy recognition saved the credit of the country, but Senor Sarmiento did not have its aid in the difficult days when he made bricks without

"It was at this period, 1842, that he founded the first normal school that was opened on this side the Atlantic. For three years he directed it in person, and it is remarkable to observe that, unaided and alone, he thought out and put in practice all those methods of instruction most approved by advanced minds at the present day. Indeed, it was living instruction such as we can hardly boast in our days of text-books, when the mine from which the teaching is done is not always in the mind of the teacher."

Of his literary pursuits the blography

"While majordomo of the Copiapo mines, he translated a volume a week of the sixty volumes of Sir Walter Stott's works, besides some other books. His reading in Valparaiso was very extensive, and these readings, enriched by several languages, spread out before him all the great discussions of political, moral, and religious ideas, and to use his own expression, 'opened the pores of his intelli-gence to imbibe them.' When the labor of When the labor of the mining day was over, he met, in a certain kitchen where they partook of refreshments, other Argentine majordomos, foremen, and laborers, exiles like himself, to discuss politics, and in the evening assembled at the house of another, the only one who had a family establishment there, thus keeping up their habits of civilized life.

"At these reunions, in his miner's dress—

which consisted of doublet and hose, striped drawers, a red cap, and a broad sash, from which depended a purse capable of holding twenty-five pounds of sugar, but in which he always kept several bundles of tobacco, a dress he had assumed partly from fancy and partly from economy-he was always the oracle to which all appealed for points of history, geography, or other book learning. Anecdotes are told of the astonishment of strangers at the little learned miner, who was supposed to be only a peon who had strayed into the com-Once, for want of the book, he recited a whole pamphlet he had written upon a plan for planting a colony on the Colorado river, and made converts too-for he was from his youth always elequent upon the point of cultivating the soil. In the proper place we shall speak of his success in later life in showing to his countrymen the advantages of agriculture over cattle growing. While at Copiano it was his habit to entertain the miners by drawings of birds and animals, and he taught French to others, for those who knew less than himself were always objects of interest to him.

"In 1836 he returned to San Juan, ill with a cerebral attack, destitute of resources, scarcely known to any one, for few old friends had yet returned from exile. A complicated operation in arithmetic, which the incompetent Government needed, brought him again into notice, and after suffering many privations, he gradually took his place again with Cortinex, Aberastain, Quiroga Rosas, and Rodriguez, men of mark and education, worthy to figure in any part of South America. Together they founded a college for young ladies, in aid of which project he had written a forcible appeal for the education of women, and of which he was made director-and another for men, which was not allowed to succeed. The college for ladies lasted but two years, but left its mark upon the society of San Juan. A dramatic society and many public amusements that tended to cultivate and improve manners, were among the improvements made by these young men, stimulated by the undying zeal and executive ability of Sarmiento. Here, in the library of Quiroga Rosas, he found Villemain and Schlegel; in literature, Jouffroi, Lermennier, Guizot, Cousin; in philosophy, Tocqueville and Pedro Leroux; the 'Encyclopedic Review,' as synthesis of all opinions, Charles Didier, and a hundred other authors, whom he devoured with avidity.

PAINTED PHOTOS.

A NEW THING IN ART. BERLIN PAINTED PHOTOS,

A. S. ROBINSON,

No. 910 CHESNUT Street, Has just received a superb collection of BERLIN PAINTED PHOTOGRAPHS OF FLOWERS.

They are exquisite gems of art, rivalling in beauty. naturalness of tint, and perfection of form a great variety of the choicest exetic flowering plants. They are mounted on boards of three sizes, and sold from 25 cents to \$3 and \$4 each.

For framing and the album they are incomparably

RAILROAD LINES.

NORTH PENNSYLVANIA BAILROAD. THE MIDDLE ROUTE, Shortest and most direct line to Bethlehem, Easton, Allestown, Manch Chunk, Hatleston, White Haven, Wilkesbarre, Mahanov City, Mount Carnel, Pitteion, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region. hanoy City, Mount Carle in the Lehigh and Wyoland dale, and all the points in the Lehigh and Wyoland dale, and all the points in the Lehigh and Wyoland Coal Region.

Passenger Depot in Philadelphia, N. W. corner of BERE'S and AMERICAN streets.

SUMMER ARRANGEMENT—ELEVEN DATLY TRAINS—On and after MONDAY, May 29, 1878. Passenger Trains leave the New Depot, corner of BERE'S and AMERICAN streets, daily (Sundays or cepted), as follows:—Accommodation for Fort Wash-

epted), at follows:At 8'46 A. M.-Accommodation for Fort Wash-

At 8 th A. M.—Accommodation for Fort Washington
At 745 A. M.—Morning Express for Bethlehem and
Principal Stations on North Pennsylvania salirand,
connecting at Bethlehem with Lebigh Vasiey and
Lebigh and Sasquehanna Raliroads for Easton, Allentown, Catasanqua, Slatington. Masch Chunk
Weatherly, Leanesville, Handedon, Masch Chunk
Weatherly, Leanesville, Handedon, White Haven,
Wilkeebarre, Kingston, Pitteren, and all points in Lehigh and Wyomong Vaileys, sho in connection with
Lebigh and Mish noy Ballroad for Rupert, Danville
Milten, and Williamsport Arrive at Handin Chunk at
12 th A. M.; at Wilkeebarre at 8 P. M.; at Handing City
at 2 P. M. Passengers by this train can take the Lenigh
Valley Train, passing Bethlehem at 11 th for Leading
Valley Train, passing Bethlehem at 11 th for Leading
Valley Train, passing Bethlehem at 11 to Dyleatown,
stopping at all intermediate Stations, Passengers for
Willow Grove, Hatboro and Haraville, by this
train take Slage at Old York Road.

At 16 th A. M.—Accommodation for Port Washington, stopping at intermediate Stations.

At 145 P. M.—Lebigh Valley Express for Beiblehem, Allestowe, Mauch Chunk, White Haven,
Wilkesbarre, Hegleton, Mahanoy City, Centralia,
Shenandoah, Mt. Carmel, Pittston and Scranton, and
all polots in Mahanoy and Wyoming Coal Regions.

At 235 P. M.—Accommodation for Indynanown,
stopping at all intermediate stations.

At 215 P. M.—Accommodation for Dylestown,
stopping at all intermediate stations.

At 216 P. M.—Accommodation for Doylestown,
Wilkesbarre, Hasteon, Alientown, Mauch Chunk,
Wilkesbarre, Hast

ville'tage this train to Quakertown, and for summey-town to North Wales.

At 415 P. M.—a commodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hattoone, and Hartaville take stage at Abington; for New Hope at Doylestown.

At 500 P. M.—Through accommodation for Bethiehem and all stations on main line of North Pennsylvania Hailroad, counceting at Bethiehem with Lenigh Valley Lehigh and Susquehanoa Evening Train for Raston Alleriown Mauch Chunk.

At 820 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 1155 P. M.—Accommodation for Fort Washington.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9:00 and 11:05 A. M., 2:00 and 30 P. M., and 2:00 P.M. Trains makes direct connection with Lebigh Valley and Lebigh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Mahony City, and Hazleton. City, and Hazleton.
Passengers leaving Wilkesbarre at 1.45 P. M. connect at Bethlehen at 6.05 P. M., and arrive in Philadelphia at 8.39 P. M.

From Doylestown at 8.25 A. M., 5.00 and 7.00 P. M.

From Lansdale at 7.30 A. M.

From Fort Washington at 8.30, 10.45 A. M. and "1 P. M.

P. M. ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 2 30 P. M. Doylestown for Philadelphia at 7 10 A. M. Bethlehem for Philadelphia at 4 30 P. M. Fifth and sixth Streets Passenger Cars convey pasengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare, ELLIS CLARK, Agent. ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to prin
cipal points, at Mann's North Pennsylvania Baggage
Express Office. No. 105 S. FIFTH Street.

WEST CHESTER AND PHILADELPHIA V RAILROAD.—SUMMER ARRANGEMENT, On and after MONDAY, April 13, 1868, Trains will On and after MONDAY, April 18, 1868, Trains will leave as follows:

Leave Philadelphis from the Depot, THIRTY.

FIRST and CHESNUT Streets, 715 A. M., 11 A. M., 230 P. M., 418 P. M., 450 P. M., 715 A. M., 11 A. M., 230 P. M., 478 P. M., 470 P. M., 715 A. M., 780 on east Market street, at 615 A. M., 715 A. M., 780 A. M., 1045 A. M., 135 P. M., 420 P. M., 635 P. M., On and after Monday, June 15, an additional Train will leave Philadelphia for Media and Intermediate Points at 530 P. M., 425 P. M., 420 P. M., 635 P. M., Trains leaving West Chester at 7:30 A. M., and leaving Philadelphia at 4:50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going Fast, will take train leaving West Chester at 7:15 A. M., and going West will take train leaving Philadelphia at 4:50 P. M., and transfer at B. C. Junction.

The Depot in Philadelphia is recoved directive by The Depot in Philadelphia is reached directly by the Chesnut and a Walnut Street cars. Those of the Market Street line run within one square. The cars of both lines connect with each train upon its

cars of both lines connect with each train upon its at 1/121.

ON SUNDAYS,
Leave Philadelphia at 8/00 A. M., and 2/00 P. M.,
Leave West Chester at 7/42 A. M., and 2/00 P. M.,
Trains leaving Philadelphia at 7/15 A. M. and 4/50 P. M., and leaving West Chester at 7/30 A. M. and 4/50 P. M., and leaving West Chester at 7/30 A. M. and 4/50 P. M., connect at B. C. Junction with Trains on P. & B. C. R. R., for Oxford and Intermediate points.
Passengers are allowed to take Wearing Apparel only, as Baggage, and the Company will not in any came be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD, General Sup't,
Philadelphia, April lat. 1868.

LOR CAPE MAY VIA WEST JERSEY RAIL

FOR CAPE MAY VIA WEST JERSEY RAILs
ROAD.—From toot of MARKET Street (Upper
Ferry). Commencing SATURDAY, July 18, 1868.
Trains leave as follows for Cape May:—
940 A. M., Cape May Express, due at 1225 (noon),
245 P. M., Cape May Express, due at 1225 (noon),
240 P. M., Fast Express, due at 125 P. M.
RETURNING LEAVE CAPE ISLAND,
630 A. M., Morning Mail, due at 1006 A. M.
940 A. M., Fast Express, due at 127 P. M.
Sunday Mail and Passenger train leaves Philadelphia at 745 A. M., Returning leaves Cape Island at
640 P. M. Excursion Tickets, 33.
Cape May Freight trains leave Camden daily at
920 A. M., and Cape Island at 645 A. M.
Commutation Tickets between Philadelphia and
Cape May, at the following rates:—
Annual Tickets, \$100, Quarterly Tickets, \$50, for sale
at the office of the Company in Camden, N. J.
Through Tickets can be procured at No, 828
Chesnut street (under the Centinental Hotel), where
orders can also be left for Baggage, which will be
called for and checked at residences by the Union
Transfer Company
WEST JERSEY RAILROAD LINES.

WEST JERSEY RAILROAD LINES. WEST JERSEY RAILROAD LINES, For Bridgeton, Salem, Miliville, Vinetand, and in-termed ate stations, at \$50 A. M. and \$30 P. M. For Cape May, 500 A. M., \$15 P. M., and 4 P. M. Woodbury Accommodation train at \$60 P. M. Bridgeton and Salem Freight Train leaves Camden faily, at 12 (noon)
Commutation Checks between Philadelphia and all

stations at reduced rates.
WILLIAM J. SEWELL, Superintendent. July 2, 1868.

THILADELPHIA AND BALTIMORE CENTRAL RAILROAD - SUMMER ARRANGE MENT, -On and after MONDAY, April 13, 1868, trains will leave the Depot, THIRTY-FIGST and OHEB-NUT Streets, West Philadelphia, as follows:

A1715 A. M. and 450 P. M., and leave Rising Sun at 215 A. M. and Oxford at 6 A. M., and leave Oxford at 8.25 P. M.

2.75 P. M.

A Market Train, with Passenger Cars attached, will rungen TUE: DAYS and FRIDAYS, leaving the Rising Sen at 11.05 A. M.; Oxford, 11.45 A. M.; and Kennett, 1 P. M.; connecting at West Chaster Junction with a train for Puliadelphia.

On WEDNESDAYS and SATUEDAYS Train leaves Philadelphia at 2.56 P. M.; runs through to Oxford.

caves Philadelphia at 259 P. M.; runs through to Oxford.

The train leaving Philadelphia at 7.15 A. M. connects at Oxford with daily line of stages for Pesch Bottom, in Lancaster county. Returning, leaves Peach Bottom to connect at Oxford with Afternoou Train for Philadelphia.

The strain leaving Philadelphia at 450 P. M. runs to Rising sun, Maryiand.

Passengers are allowed to take wearing appared only as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract be made for the same.

HENRY WOOD,

General Superintendon.

THROUGH LINE BETWEEN WASHINGTON
PHILADELPHIA, AND NEW YORK,
Trains between Washington and New York are
now run as follows, viz.:—
FOR NEW YORK, without change of cars,
Leave daily (except sunday) at 745 A. M., 12'30 and
7 P. M. FOR PHILADELPHIA

7 P. M FOR PHILADELPHIA.

Leave daily (except Sunday) at 745 and 12:15 P. M., and 4:30 and 7 P. M. ON SUNDAY.

Leave for New York and Philadelphia at 7 P. M.

SLEEPING CARS for New York on 7 P. M. train daily.

Through Tickets to Philadelphia, New York, or Boston, can be had at the Station Office at all hours in the day, as well as at the new office in the Hankers and Brokers' Telegraph Line, No. 343 Pennsylvanis avenue, between Sixth and Sevenut attreats.

Bea Baltimore and Ohio Railroed advertisement and schedule between Washington, Baltimore, Au napolis, and the West.
J. L. WILSON, Master of Transportation,
L. M. COLE, General Ticket Agent.

2257] GEO. S. BOONTZ. Agent, Washington.

HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILROAD to Wilkesters. Mahanoy City, Mount Carmel, Centralia and all points on Lenigh Valley Railroad and its

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered at the Through Freight Depot,
S. E. corner of FRONT and NOBLE Streets,
Before 5 P. M., will reach Wilkesbarre, Mount Carmel,
Mahanoy City, and the other stations in Mahanoy and
Wyoming valleys before 11 A. M. of the succeeding day.

[7 2] ELLIS CLARE, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE Packages, Merchandise, Bank Note, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.

227 BAILROAD LINES.

READING BAILROAD,-GREAT TRUNK LINE from Philadenpia to the interior of Penusylvania, the Schuylrill, Susquehanna, Cumberland, and Wyonning Valleys, the North, Northwest, and the Camadas. Summer Arrangement of Passenger Trains, Monday, August 5, 1888, seaving the Company's Depot, Thirteenth and Callowhill streets, Philadelphia, at the following hours—
MORNING ACCOMMODATIONS.—At 720 A. M. for Beading and all intermediate stations, and Allendown.

for Beading and all intermediate stations, and Allen town,
 Returning, leaves Reading at 6:30 P. M., arriving in Philadelphia at 9:50 P. M., arriving in Philadelphia at 9:50 P. M., arriving in Philadelphia at 9:50 P. M., for Beading Lebanon, Harrisburg, Pottaville, Pine Grove, Ramagon, Sonbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisio, Chan bersburg, Hagerstown, etc., The 7:30 train connects at Heading with the East Pennsylvania Railroad trains for Alientown, etc., and the 5:15 A. M. connects with the Lebanon Valley irain for Harrisburg, etc.; at Port Ciluton with Catawissa Railroad traics for Williamsport, Lock Haven, Emira, etc.; at Harrisburg with Northern Central, Cumber, and Valley, and Schuylkfill and Susquehanus trains for Northumberland, Williamsport, Vork, Chamber burg, Pinegrove, etc.

AFTERNOON EXPRESS.—Leaves Philadelphia Chambersburg, Pinegrove, etc.

AFTERNOON EXPERSS. - Leaves Philadelphia at 326 P. M. for Reading, Pottsville Englishing, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

aine for Columbia, etc. POTTSTOWN ACCOMMODATION. - Leaves Pottstown at 645 A. M., stopping at intermediate stations arrives in Philadelphis at 905 A. M. Returning leaves Philadelphia at 4 30 P. M.; arrives in Poststown at 646 M. READING ACCOMMODATION—Leaves Reading 7 30 A. M., stopping at all way stations; arrives in

RFADING ACCOMMODATION—Leaves Reading at 7 30 A. M., stoppling at all way stations; arrives in Philadelphia at 10 15 A. M. arrives in Reading at 8 65 P. M. arrives in Reading at 8 65 P. M. Trains for Philadelphia at 5 15 P. M.; arrives in Reading at 8 65 P. M. Trains for Philadelphia ieave Harrisburg at 8 16 A. M., and Pottsville at 8 45 A. M., arriving in Philadelphia at 1 P. M. Alternoon trains leave Harrisburg at 7 15 P. M. and Pottsville at 2 26 P. M.; arriving at Philadelphia at 6 45 P. M. Harrisburg accommodation leaves Reading at 7 15 A. M., and Harrisburg at 4 10 P. M. Connecting at Reading with Alternoon Accommodation south at 6 30 P. M., arriving in Philadelphia at 9 15 P. M. Marketrain, with a Passenger car attached leaves Philadelphia at 12 45 noon for Pottsville and all Way Stations; leaves Pottsville at 7 A. M. for Philadelphia and all other Way Stations.

All the above trains run daity, soundays excepted, sounday trains leave rottsville at 5 50 A. M., and Philadelphia at 3 15 P. M.; reave Philadelphia for Reading at 8 60 A. M., returning from Reading at 4 25 P. M. CHESTER VALLEY RALLEGAD—Passengers

CHESTER VALLEY RAILROAD.-Passengers or Downingtown and intermediate points take the 1'80 A.M., 12'45 and 4'80 P.M. trains from Philadel phis, returning from Downingtown at 6'80 A.M., 1'90 phia, returning from Downingtown at 5'30 A. M., 1'90, and 5'45 P. M.

FEREIOMEN RAIL-ROAD,—Passengers for Collegeville take 7'50 A. M. and 4'30 P. M. trains from Philadelphia, returning from Collegeville at 8'7 A. M. and 1'49 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville. New York EXPRESS FOR PITTSBURG AND THE WEST.—Leaves New York at 9 A. M., 5'00 and 5'00 P. M., passing Feading at 1 A. M., 1'50 and 0'10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg. Chicago, Williams port, Emitra, Baltimore, etc.

Returning, Express Train leaves Harrisburg, at 3 and 5'20 A. M., 9'35 P. M., passing Reading at 4'39 and 7'66 A. M., and 11'40 P. M., artiving at New York, 10'10 and 11'45 A. M., and 5'0 P. M. Steeping Cars accompanying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8'10

panying these trains through between Jersey City and Pittsburg, without change.

Mail train for New York leaves Harrisburg at 8:19
A. M. and 2:55 P. M. Mail train for Harrisburg leaves
New York at 12 Noon.
SCHUYLKILL VALLEY RAILROAD.—Trains
leave Pottsville at 6:45. 11:30 A. M., and 6:40 P. M., returning from Tamaqua at 8:35 A. M., and 2:15 and 4:35
P. M.,
SCHUYLKILL AND SUSQUEHANNA RAILROAD.—Trains leave Adulty at 2:35. A. M. for Pine. SCHUYLKILL AND SUSQUEHANNA RAIL-ROAD,—Trains leave Auburn at 7:55 A. M. for Pine-grove and Harrisburg, and at 12:15 P. M. for Pine-grove and Tremont; returning from Harrisburg at 3:30 P. M., and from Tremont at 7:40 A. M., and 5:36 P. M. TICKETS.—Through first-class tickets and emi-

grant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Resulting and Pottstown Accommodation Trains, a. reduced Excursion Tickets to Philadelphia, good for day only, are sold at Rending and Intermediate Stations by Reading and Pottstown Accommodation Trains at

reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Tressurer, No. 257 S. Fourth street. Philadelphia, or G. A. Nicholla, General Super-Commutation Ticket at 25 per cent. discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between al points, at \$62.50 each, for families and firms.

Season Tickets, for three, six, nine, or twelve months, for helders unit, to all points at reduced

rates.

Clergymen residing on the line of the road will be formulated with cords, entitling themselves and wives to tickets at hall fare.

Excursion Tickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Olice, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above prints from the Company's New Freight Depot, Broad and Willow streets.

Freight Trains leave Philadelphia daily at 435 A.

M. 12-12 noon, and a P. M. for Reading Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond. hardware, Polisville, For Crincol, and an polisic beyond.
Almilia close at the Philadelphia Post Office for all places on the road and its branches at 5 A, M., and for the principal stations only at 215 P. M.

BAGCAGE.—Dungan's Express will collect Baggings for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. Fourth street, or at the Depot. Thirteenth and Callowhill streets.

DENESYLVANIA CENTRAL RAILROAD. SUMBER TIME, TAKING EFFECT MAY 11, 1868. SUMMER TIME, TAKING EFFECT MAY II. ISSA.
The trains of the Pennsylvania Central Railread
leave the Pepot, at THIRTY-FIRST and Mark ET
Streets, which is reached directly by the Market
Street cars, the last car connecting with each train
leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets
cars run within one square of the Depot.

On Sundays—The Market Street cars leave Front
and Market streets thirty-five minutes before the departure of each train.

On Sundays—The Market Street cars leave Front and Market streets thirty-five minutes before the departure of each train.

Sierping Car Tickets can be had on application at the Ticket office N. W. corner Ninih and Chesnut streets, and at the depot.

Agents of the Union Transfer Company will call for and deliver beggage at the depot. Orders left at No. 301 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train.

Paoli Accommodation, No. 1. 1000 A. M.
Fast Line. 1200 M.
Paoli Accommodation, No. 1. 1000 A. M.
Paoli Accommodation, No. 1. 1000 A. M.
Paoli Accommodation, No. 1. 100 B. M.
Barrisburg Accommodation. 220 P. M.
Lancaster Accommodation. 400 P. M.
Parkesburg Train. 5530 P. M.
Cincinneti Express. 850 P. M.
Cincinneti Express. 1115 P. M.
Philadelphia Express. 1115 P. M.
Accommodation. 1130 P. M.
Erie Mail 1150 P. M.
Erie Mail 1150 P. M.

Cincin Lati Express
Philadeli his Express
Paoli Accommodation, No. 1
Erie Mai
Parkesburg Train Past Li ... 933 A Lancas or Train 1270 P Eric Express 500 P Paoli Accommodation, Nos. 2 and 8.340 and 710 P

Paol Acommodation 5 00 P. M.
Day Express 5 00 P. M.
Harrisburg Accommodation 9 50 P. M.
For further into mation apply to
No. 50 CHESN CT Street,
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street,
BAMUEL H. WALLACE,
Ticket Agent at the Depok

PRANCIS FUNK Ticket Agent,
No. 116 MARKET Street,
BAMUEL H. WALLACE,
Tilchet Agent at the Depot.
Tilchet Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Eagrage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. EDWARD H. WILLIAMS,
425
General Superintendent, Altoona, Pa.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD—TIME TABLE. FOR GERMANTOWN,
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 2, 34, 43, 4, 5, 5%, 610, 7, 8 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 820, 5, 10, 11, 12 A. M., 1, 2, 3 4, 44, 6, 65, 7, 8, 9, 10, 11, P. M.
The 82 blown Train, and 3% and 6% Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 25, A. M., 2, 7, 10% P. M.
Leave Germantown 85, A. M., 1, 6, 9% P. M.
CHEFTNITT HILL BAILROAD.
Leave Philadelphia 3, 8, 10, 12, A. M., 2, 3%, 5%, 7, 9 and 11 P. M.
Leave Chestnut Hill 716, 8, 940, and ii'ilo A. M., 140
840, 540, 640, 840 and 1940 P. M.
Leave Philadelphia 6, 7%, 9, and 1105 A. M., 154, 8, 5%, 6%, 805 and 114 P. M.
Leave Chestnut Hill 7:60 A. M., 1240, 540 and 925
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 230 and 7% P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 230 and 9 P. M.
Leave Philadelphia 9 A. M., 250 and 9 P. M.
Leave Philadelphia 9 A. M., 250 and 9 P. M.
Leave Philadelphia 9 A. M., 6 and 9 P. M.
Leave Philadelphia 9 A. M., 6 and 9 P. M.
Leave Philadelphia 9 A. M., 6 and 9 P. M.
Leave Philadelphia 9 A. M., 6 and 9 P. M.
Leave Philadelphia 9 A. M., 6 and 9 P. M.
Leave Philadelphia 9 A. M., 6 and 9 P. M.
Leave Philadelphia 9 A. M.,

CET THE BEST-THE HOLY BIBLE-HARD
I lug's Editions-Family, Puipit and Pocket Bibls
in beautiful tayles of Turkey Morocco and antique
bindings. A new edition, arranged for photographic
pertraits of families.
WM. W. HARDING, Publisher,
ENG, SECHEBRUT Street below Fourth

RAILROAD LINES.

1868 -FOR NEW YORK.-THE CAMDEN AND TRENTON RAILROAD COMPANY LINES, FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF. WHARF. At 5-30 A. M., via Cainden and Amboy Accommodation. At S A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express... 200 At 2 80 P. M., via Camden and Jersey Utly Ex-At 8 P. M., for Amboy and intermediate stations.
At 8 W and 8 A. M., 2 and 3 30 P. M., for Preschold.
At 8 and 10 A. M., 2, 230 and 4 30 P. M. for Preschold.
At 5 30, 8, and 10 A. M., 1, 2, 2 2 33, 4 30, 8, and 11 50
Delauco.

Delauco.

Delance.

At 8:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence.

At 8:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M., for Edgewater, Riverside, Riverton, and Paimyra, 2 P. M. for Riverton and 3:30 P. M., for Falmyra, At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Pish House. Pinh House.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side).
FROM KENSINGTON DEPOY.
At II A. M., via Kennington and Jersey City, New York Express Line Fare \$2.
At 7 and 11 A. M., 250, 370, and a P. M. for Trentou and Bristol. And at 10:15 A. M. for Bristol.
At 7 and 11 A. M., 250, and 5 P. M. for Morrhayille and Tullytown.

A17 and 11 A. M., 230, and 5 P. M. for Morrhyville and Tullytown, A17 and 10 18 A. M., 230, and 5 P. M. for Schengas and Eddington

At 7 and 10:18 A. M., 2:30, and 5 P. M. for Schengas and Eddington.

At 7 and 10:18 A. M., 2:30, 4, 5, and 5 P. M. for Cornwells, Torrisdale, Holmesburg, Tacony, Wissinoming Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and Intermediate stations.

FROM WEST PHILADREPHIA DEPOT.

Via Connecting Redway.

At 8:30 A. M., 1:30, 6:30, and 12 P. M. New York Express Lines, via Jersey City, Fare 3:25.

At 1:A. M., Emigrant Line, Fare, 22.

The 9:30 A. M., and 6:30 P. M. Lines will run daily, All others, Sundays excepted.

At 9:30 A. M., 6:30 and 12 P. M. for Trenton.

At 9:30 A. M., 6:30 and 12 P. M. for Briatol.

At 9:20 A. M., 6:30 and 12 P. M. for Briatol.

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At 9:20 A. M., 6:30 and 12 P. M. for Briatol.

For lines leaving Kensington Depot take the cars on Third or Fifth streets, at Cheanut street, 3e infinites before decarity. The cars on Market street Railway run direct to West Philadelph's Depot; Cheanut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9'30 A. M. and 6 30 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES. From Kensington Depot.

At 700 A. M. for Niegara Falis, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesharre,

Schooley's Mountain etc.

At 700 A. M and 3:30 P. M. for Scranton, Strouds-burg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate Stations

CAMDEN AND BURLINGTON CO., AND PEMBERTON AND HIGHTSTOWN RAILROADS,
From Market St. Ferry (upper side.)
At 8 A. M., 1, 4, and 6 15 P. M., for Merchantaville,
Moorestown Hartford, Masonville, Hainsoort, Mount
Holly, Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 1 and 4 P. M., for Lewistown, Wrightstown,
Cockstown, New Egypt, Hornerstown, Cream Bidge,
Imlaystown, Sharon, and Hightstown.

Fifty pounds of bagaage only are allowed each Fifty pounds of bagaage only are allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage ever fifty pounds to be paid for extra. The Company limit their responsibility for baggage to one dollar per pound, and will not be liable for any amount beyond \$100, except by special contract. Tickets sold and baggage checked direct through to Boston, Worcester, Suringfield, Hartford, New Haven, Providence, Newport, Albany, Troy, Saratoga, Utica, Rome, Syracuse, Rochester, Buffaio, Niagara Fails, and Suspension Bridge.

An editional Ticket Office is located at No. 828 Cheenus street, where Tickets to New York and all important points North and East may be procured. Persons purchasing Tickets at this Office can have their baggage checked from residence or hotel to destination by Union Transfer Baggage Express.

LINES FROM NEW YORK FOR PHILADELPHIA, Will leave from feet of Courtland street at 7 A. M., 1 and 4 P. M., and 12 night via Jersey City and Cam-can; at 620 P. M. via Jersey City and Kensington; at 8 A. M., 12 M., and 5 P. M. via Jersey City and West

Philadelphia, 12 M., and 5 P. M. via Jersey City and West From Pier No. 1 North River at 5:30 A. M. Accommodation, and 2 P. M. Express, via Amboy and Camden.

WILLIAM H. GATZMER,

6:53

Camden.

6153

Agent.

LHILADELPHIA, WILMINGTON AND BAL

TIMORE RAILHOAD.

TIME TABLE,

commencing MUNDAY, April 13, 1863, Trains will leave Depot corner of BROAD Street and WASHilse TON Avenue as follows:

Way-Mail Train at 8:30 A. M. (Sundays excepted) for Baitimore, stopping at all Regular Stations, conrecting with Delaware Railroad at Wilmington for Criareld and Intermediate Bladdes.

Express Train at 12:00 M. (Sundays excepted) for Baitimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 25:0 P. M. (Sundays excepted) for Baitimore and Washington, atopping at Chester, Thurlow, Linwood, Chymont, Wilmington, Newport, Stanton Newark, Eikton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run, Night Express at 11:00 P. M. (Dally) for Baitimore and Washington, stopping at Perryville and Havre-de-Grace. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, stopping at New Castle, Middletown, Clayton, Dover, Harrington, Seaford, Sainsbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Potsmouth, and the South.

Passengers for Fortress Monroe and Norfolk via Baltimore will take the 12:00 M. Train. Via Crisfield will take the 11:00 F. M. train.

will take the 11 to P. M. train,
WILMINGTON TRAINS.
Stopping at all, stations between Philadelphia and Wilmington.
Leav Philadelphia at 11°0 A. M., 2°30, 5°00, 7°00, and 11°10 (daily) P. M. The 5°00 P. M. Train connects with Delaware Railroad for Harrington and inter-

with Delaware Rairoad for Harrington and intermediate stations.

Leave Wilmington 7:00 and 5:10 A. M. (daily), 1:30 4:15 and 7:30 (daily) P. M. The 8:13 A. M. Train will not stop between Chester and Philadelphia.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mail; 9:40 A. M., Express; 2:26 P. M., Express; 6:35 P. M., Express; 8:35 P. M., Express; 8:35 P. M., Express; 8:35 P. M., Express; 7:36 P. M., Express; 7:36 P. M., Express; 7:37 P. M., Express; 8:35 P. M., Express; 7:36 P. M., Express; 7:37 P. M., Express; 8:35 P. M., Express; 7:37 P. M., Express; 8:35 P. M., Expres SHORTEST ROUTE TO THE SEA-SHORE

CAMDEN AND ATLANTIC RAILROAD. SUMMER ARRANGEMENT.
FIVE TRAINS DAILY TO ATLANTIC CITY. Special Excursion.
Mail.
Freight, with passenger car.
Express (through in two hours).5·18 P. M4·26 P. M.11·40 A. M.7·10 A. M.

Haddonfield Accommodation Train leaves

Fare to Atlantic. 22. Round trip tickets, good only for the day and train on which they are issued, 33.

The Philadelphia Local Express Company, No. 625 CHESNUT Street, will call for baggage in any part of the city and suburbs, and check to hotel or cottage at Atlantic City.

Additional ticket offices have been located in the Reading Room of the Continental Hotel, and at No. 625 CHESNUT Street.

D. H. MUNDY, Agent, PHILADELPHIA AND ERIE BAILBOAD.

BEIMMER TIME TABLE.

Through and direct route between Philadelphia.
Enlimore, Harrisburg. Williamsport, to the Northwest, and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS on all Night Trains.
On and atter MONDAY, May 11, 1888, the trains on the Philadelphia and Erie Rallroad will ran as follows:—

follows:- WESTWARD,

Mail Train leaves Philadelphia...

" leaves Williamsport...

" arrives at Erie.

Erie Express leaves Philadelphia...

" arrives at Erie.

Elmira Mail leaves Williamsport...

" arrives at Erie.

" arrives at Erie.

" arrives at Haven...

Elmira Mail leaves Williamsport...

" leaves Williamsport... AUCTION SALES.

DUNTING DURBOROW & CO. AUCTIOF |

BERR, Not. 20 and the MARK NY Street, 001,

and of Book street Successors to John S. Myers & C. AROY POSITIVES LE OF BRITISH, FRENCH,
GERMAN, AND DONE FORMS DAY GOODS,
Ang. 20 at facility on four months credit. Is it at
for I OZ. Linen to Market Handk Enchiess,
In Yands splain Hemmed and H. S. of a layorite
imperiation.

To a well known make, and the bullance of the manu-

LARGE POSITIVE SALE OF CARPETINGS, 250
PIECES FLEOR OIL-CLOTHS, ETC.

August 21, at 11 cerces, to four months' credit, about 200 pieces ingrain, Venidan, list, hamp, cottege, and tag carpetings.

LARGE FEREMPIORY SALE OF 200 CASES BOOTS, SHOES, TRAVELLING 6AGS, EIC.

Aug. 25, at 10 o'clock, on 4 months' credit, [8 19 5t]

C. D. MCCLFES & CO. AUCTR NEERS

SALE OF 1800, CASES ROOFS, SHORE, BRO,
GANS, BALMORALS, ETC.

August 20, at 16 o'clock we will sell by Catalogue, for
cash, 1600 cases Men's, Beye', and Youth's Boots,
Shoes, Broganz, etc.
Also, a superior as prument of Women's Misses',
and Children's City made goods.

[8 15 44] M. HOMAS & SONS, NOS. 139 AND 14

SUPERIOR WALNUT HOUSEROLD FURNI-TURE, HANDSOME BRUSSELS, INGRAIN, AND OTHER CARTETS ET!

On Friday Morning.
August 21st, at 16 o' lock, by catalogue, the superior webut furnitue, fameone carpets, bair mattresses, China, glassware, sitches furniture, etc. 5 18 at

China, glassware, kitchen furciture, etc. 818.3t

THOMAS BIRCH & SON, AUCTIONEERS

AND COMMISSION DERCHANTS, No. 1149

CHESNUT Street; rear entrance No. 1147 Sansom at.

Sale at No. 1140 Chesnut street.

NEW AND SECOND-HAND HOUSEHOLD FURNITURE, PIANG-FORIES, MANTEL AND PIER GLASSES, CARPEIS, ETC.

On Friday Morning.

At 9 o'clock, at the Auction Store, No. 1140 Chesnut street, will be sold, a superior assortment of new and second-hand household furniture carpets, French plate mantel and pier glasses, etc.

PIANUS.—Also, one rosewood Piano-forte, 7 octaves, by Peck, of New York.

Also, one mahogany Piano-forte, by Hallett & Davis.

Store Chesnut Store Commission of the C

MARTIN EROTHERS, AUCTIONEERS,— No. 529 CHESNUT St., rear entrance from Minor.

I IPPINCOTT, SON & CO., AUCTIONEERS FIRE AND BURGLAR PROOFSAFE8 MARVIN'S SAFES.

ANOTHER TEST.

DOVE'S DEPOT. S. C., July 20, 1868.

Messrs. WM. M. Bird & CO., Adents Mar-Vin's Safes, Charleston. S. C.:

Gentiemed: On the night of the 2a instant our store and contents were destroyed by fire, and we are pleased to say we had one of your Fire Prooff by Fire. S. which proved to be all you recommended. The heat was so great as to melt the brass handle, and the plate which contains the date of the patent, but the contents were not injured. The safe contained our books papers and notes and bonds to the amount of \$16.000; also a gold watch, which had been repaired and placed therein the evening before the fire. Next day, on opening the Safe, the watch was found running. It gives us great pleasure to testify to the excellent quality of your Safes, as they are justify enditled to the highest confidence of the public. We are going to rebuild at once, and shall be in your city in a short time, when we shall call upon you, and purchase another Safe. Respectfully yours,

DE LORME & DOVE.

A PERFECT SAFE.

MARVINS

CHROME IRON SPHERICAL BURGLAR SAFE.

Will resist all burglars' implements for any length of time.

PLEASE SEND FOR DESCRIPTIVE CIRCULAR MARVIN & CO., PRINCIPAL) 721 CHESTNUT ST. WAREHOUSES, (Masonic Hall), Phila.

265 BROADWAY, NEW YORK, 108 BANK STREET, CLEVELAND, O., And for sale by our Agents in the principal cities throughout the United States. 5 26 tuths3m

L. MAISER. MANUFACTURER OF FIR AN BURGLAR-PROOF SAFES. LOCK-MITH, BELL-HANGER, AND DEALER
1N BUILDING HARDWARE,
851 No. 484 BACE Street.

RAILROAD LINES.

DALTIMORE AND OHIO RAILROAD.—
MORE, and WASHINGTON AND BALTIMORE, and WASHINGTON AND THE WEST are
now run as follows, viz.:—
FOR RALLTIMORE,
Leave daily, except Sunday, at 7'00, 7'45, and 12'30 P.
M., and 2'00, and 4'30 and 8'45 P. M.,
FOR ALL WAY STATIONS,
Leave daily, except Sunday, at 7'00 A. M., and 2'00
and 3'45, P. M.,
FOR WAY STATION SOUTH OF ANNAPOLIS
JUNCTION,
Leave at 8'15 and 7'00 A. M., and at 2'00 and 4'35
P. M.

Leave at 6:15 and 7:00 A. M., and at 2:00 and 4:26 P. M.

FOR ANNAPOLIS.
Leave at 7:00 A. M. and 4:30 P. M. No trains ito or from Annapolis on Sunday.

ON SUNDAY.

FOR BALTIMORE.

Leave at 7:45 A. M., and 4:20 and 8:45 P. M.

FOR WAY STATIONS.

Leave at 7:45 A. M., and 4:20 and 8:45 P. M.

FOR ALL PARTS OF THE WEST.

Leave daily except Saturday and Sunday, at 7:45 A.

M., 4:20 and 8:45 P. M. only, connecting at Relay Station with trains from Baltimore to Wheeling. Parkersburg, etc.

Through Tickets to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office of the Bankers' and Brokers' Teleg aph Line, No. 3:8 Pennsylvania avenue, between Sixth and Seventh streets.

For New York, Philadelphia, and Boston, see advertisement of "Through Line."

J. L. WILSON, Master of Transportation.

L. M. COLE, General Ticket Agent.

TEXPLICITE LINES FOR NEW YORK AND

PREIGHT LINES FOR NEW YORK AND LALL POINTS NORTH and EAST, and for all stations on Camden and Amboy and Connecting Railroads, from Wainut street wharf.

Freight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Railroads, forwarded at 12 o'clock Noon.

For Trenton, Princeton, Kingston, Rocky Hill, and all points on the New Jersey and Belvidere Railroads, forwarded at 2% P. M.

For New York, at 12, 2%, and 5 P. M.

Freight received from 7 A. M. to 6 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goeds.

WALTER FREEMAN, Agent,
No. 226 S. Delaware Avenue,
Philadelphia.

DFNNSYLVANIA HOSPITAL.

The attending Managers are:—

B. Morris Wals. No. 128 South Delaware avenue.

Adolph E. Borle. No. 158 South Delaware avenue.

Acting Physician—Dr. J. M. Da Costa, No. 106

Spruce street.

Attending Surgeons—Dr. Addinell Hewson. No. 135

South Fitteenth street: Dr. D. Hayes Agnew, No. 15

North Eleventh street:

The Physicians and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for admission.

Persons seriously injured by accident are always admitted if brought to the Hospital immediately thereafter. DENNSYLVANIA HOSPITAL.

W CODLANDS CEMETERY COMPANY
The following Managers and Officers have
been elected for the year 1868;—
Wm. H. Moore,
ELI K. PRICE, President,
Wm. W. Keen,
Samuel S. Moon,
Gillies Ballett,
Edwin Greble,
Eccretary and Treasurer—JOS. B. TOWNSEND,
The Managers have passed a resolution requiring
both Lothelders and Visitors to present tickets at the
subtrance for admission to the Company, No. 313
ARCH Street, or of any of the Managers,
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